

## APPENDIX D: COMPARABLE TRAILS

## Comparable Trails

The Grand Junction corridor is unique in its features and challenges. Nevertheless, other trails with similar qualities or circumstances as the Grand Junction Trail provide meaningful information and experience.

### **Burlington Waterfront Bikeway – Burlington, VT 1985**

The Burlington Waterfront Bikeway is a paved recreational trail, mostly on a former railbed, that travels from the southern end of Burlington at Oakledge Park to its northern terminus at the mouth of the Winooski River, a distance of over 7.5 miles. The trail parallels an active railroad line for two miles that is barrier controlled by fencing as settled in the contract agreement. The trail supports hundreds of thousands of users each year. The entire corridor is owned by the Vermont Agency of Transportation (VTrans), with the Vermont Railway Company (VTRR), under an easement to VTrans, using the tracks as a switching yard with numerous trains operating throughout the day at a maximum speed of 16 mph.



Burlington Waterfront Bikeway

### **Duwamish Trail – Seattle, WA 1988**

The Duwamish Trail is a 4.5-mile long trail in Seattle, Washington with 1.5 miles of trail parallel to the rail corridor. The trail supports nearly 300,000 annual users. The trail passes through a variety of land uses adjacent to the trail and rail corridor, including industrial (primarily), commercial, and residential. The trail varies in width from 8-10 feet, and is located in an 18-foot wide rail corridor with separation of eight feet between the trail and the track. This separation is not barrier controlled. The trail also has three at-grade crossings of the railroad tracks, which are posted with warning signs. Burlington Northern Railroad operates 2-3 trains per day on the industrial spur with a maximum train speed of 10 mph.



Duwamish Trail

### **Libba Cotton Bikepath – Carrboro, NC 1982**

The Libba Cotton Bikepath is a short 0.4-mile long path that is used by over 4,000 student bicycle commuters daily to reach the University of North Carolina, Chapel Hill. The Libba Cotton is unique because it is the only rail-with-trail whose corridor is owned by a third party, in this case, UNC-Chapel Hill. The entire bikepath parallels the rail corridor while passing through a commercial district. The rail corridor is 54 feet wide, with a separation of 12 feet between the trail and the tracks.

There are no other barriers present at this time. The trail has two marked, at-grade crossings. Norfolk Southern was not opposed to the trail, and they still have a favorable impression of the Libba Cotton Bikepath. They currently operate one train a day on the line, with a maximum speed of 20 mph.



Libba Cotton Bikepath

### **Seattle Waterfront Trail – Seattle, WA 1989**

The Seattle Waterfront Trail is a 0.8-mile long trail in Seattle, Washington that parallels a rail corridor. The trail supports nearly 1,000,000 annual users. The trail passes through a variety of land uses adjacent to the trail and rail corridor, including commercial and residential. The trail varies in width from 8-10 feet, and is located in an 18-foot wide rail corridor with separation of 8 feet between the trail and the track. This separation is barrier controlled by a split rail fence. The trail also has two at-grade crossings of the railroad tracks, which are posted with warning signs. Seattle METRO Transit operates two trolleys per hour with a maximum train speed of 15 mph.



Seattle Waterfront Trail

### **Springwater on the Willamette Trail – Portland, OR 2002**

The Springwater on the Willamette is a 3-mile long trail in Portland, Oregon that parallels an active rail corridor its entire length. The trail passes through a variety of land uses adjacent to the trail and rail corridor, including residential, industrial, and a wildlife sanctuary. The trail varies in width from 10-14 feet, and has a separation of 10 feet between the trail and the track. A four-foot tall chain link fence controls this separation. The trail has one at-grade crossing that is controlled by signal devices and posted with warning signs. Oregon Pacific Railroad (OPR) runs both short-line freight and excursion trains through the corridor. OPR operates freight trains three times a week in winter and tourist excursion trains five times a day in the summer, with a maximum train speed of 20 mph.



Springwater on the Willamette

## **West Orange Trail – Winter Garden, FL 1994**

The West Orange Trail is a 5.5-mile long trail with 0.8 miles of trail paralleling the active rail corridor that starts in Winter Garden and goes up to the Orange/Lake County line. The trail supports over 50,000 users per year. Along the way, the trail passes through residential, commercial, and industrial land uses. The rail corridor is owned by Orange County Parks. The West Orange Trail is 14 feet wide, with a 5-foot separation between track and trail. This separation is controlled by a 4-ft high chain link fence. The trail also has two marked, at-grade crossings of the tracks. CSX operates one train a day on the line, with a maximum speed of 5 mph.



West Orange Trail